

MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

Property Name: \_\_\_\_\_ Inventory Number ~~210082~~ PG: 79-109

Address: 15507 Peerless Avenue, Prince George's County - in the vicinity of Upper Marlboro

Owner: Wedge, Alfred & Catherine A. ETA

Tax Parcel Number: 8782 Lots 788 Tax Map Number: 93

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_

Eligibility recommended ☐ Eligibility **not** recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district? ☒ no ☐ yes Name of District: \_\_\_\_\_

Is district listed?: ☒ no ☐ yes


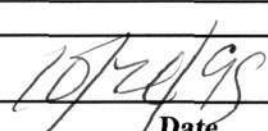
Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The simple one-story vernacular house has a side-gabled roof with shed extensions. The roof is constructed with metal sheeting and exposed rafter tails are evident. The windows of the house include six-over-six double hung sash, one-over-one double hung sash, and two-over-two double hung sash windows.

The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. The automobile allowed expansion beyond the traditional town design and as the post-World War II era progressed, new road construction resulted in the suburbanization of the previously sparsely-settled portions of northern Prince George's County. Crain Highway was widened in 1950 to handle the increase in traffic.

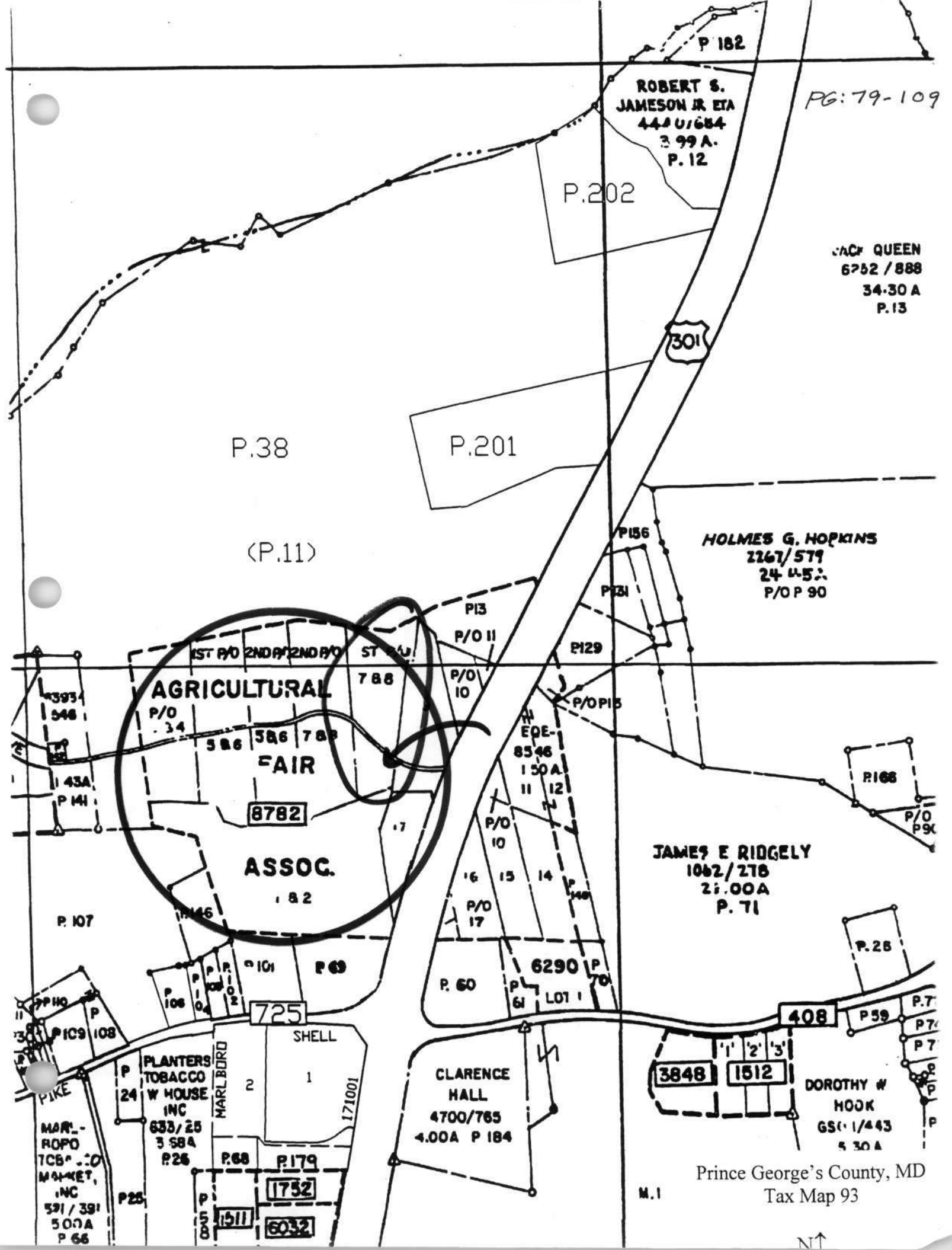
Prepared by EHT Tracerics, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input checked="" type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
_____	
_____	
 Reviewer, Office of Preservation Services	 Date
Reviewer, NR Program	Date

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The c.1920 structure is not eligible for the National Register. While it is typical of the modest residential development found along Crain Highway, the resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.



ROBERT S. JAMESON JR. ETA  
444 U/684  
399 A.  
P. 12

PG: 79-109

JACK QUEEN  
6752/888  
34.30 A  
P. 13

HOLMES G. HOPKINS  
2267/579  
24.452  
P/O P 90

JAMES E RIDGELY  
1062/278  
21.00A  
P. 71

CLARENCE HALL  
4700/765  
4.00A P 184

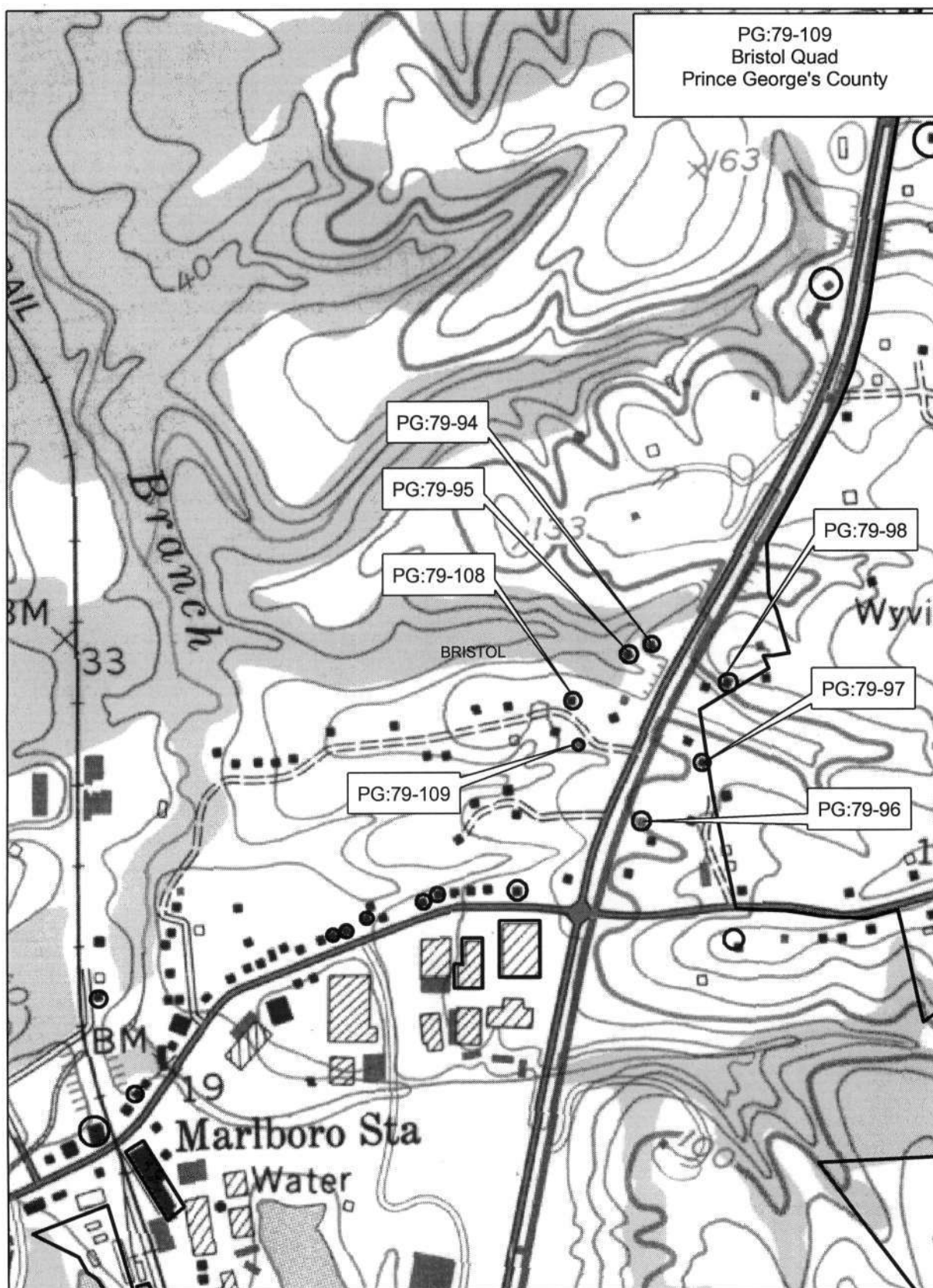
DOROTHY W HOOK  
GS 1/443  
5.30 A

AGRICULTURAL  
FAIR

ASSOC.  
1.82

Prince George's County, MD  
Tax Map 93

NT





~~XXXXXXXXXX~~ PG: 79-109

15507 Peerless Avenue

Prince George's County, MD

Traceries

July, 1999

MD SHPO

View looking southeast

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